Form C-104
Rev. 2/01

CONSTRUCTION VALUE ENGINEERING CONCEPT PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION

Date 03/17/2008

Contract ID 080229-101 **Job No.** J110981 & J111014

County Atchison/Holt **Route** I-29 **Original Bid Cost** $14,086,569.43

Contractor Ideker, Inc. **By** Paul Ideker

Designed By Modot **Phone** (816) 364-3970

VE # 08-14

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages

Existing: 1.75" sp125B 76-22 over 2" Hot-in-place recycle, 1.75" BP-1 shoulder (12' lanes w/ shoulders)
Disadvantages: Greater cost, greater use of natural resources

Proposed:Type C Ultrathin Bonded Wearing Surface over 2" Hot-in-place recycle, Fog Seal shoulder (14' lanes)

Advantages: Less natural resources, greater or equal to life cycle

2. Estimate of reduction in construction costs. $2,750,000.00

3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.

Potential longer life cycle - decreased maintainance costs
Increased surface drainage - reduces upspray and increases traction for increased safety

4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.

03/24/2008
(date)

5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.

04/01/2008 (date) — materials suppliers will need to begin producing in order to keep on sche (effect)

6. Dates of any previous or concurrent submission of the same proposal.

n/a
(date and/or dates)

Additional Comments:

There are several other options we could propose. The option we proposed would be the one of greatest cost savings to Modot.

Potential other options: Seal Coat for shoulders, BP-1 for shoulders, Thickened hot-in-place recycle

***** Portion Below This Line To Be Filled Out by MoDOT *****

Comments: In our meeting on March 14, 2008 with Roger and Paul Ideker, they proposed the option to replace the 1 ¾ inch SP125 mix with ¾ inches of Nova Chip. Tony McGaughy , Troy Slagle and I were in the original meeting. I discussed this with Brian Williams and Troy Slagle on Monday and it appears this was brought up prior to the bid letting and was not considered an equivalent option. The open surface of the Unbonded Wearing Surface will allow water to penetrate and saturate the less dense Hot In Place Asphalt mix. There will also be an edge drop off onto the shoulder that is only sealed. This will not address any deterioration of the existing shoulders. Finally, the rumble stripe will have to be constructed in the unbonded surface material, and leave only ¼ of an inch of new material over the existing asphalt. This will again allow water to penetrate into the subsurface causing future problems and cause a weak point. I recommend we deny this request as not being an equivalent to the original plans.

Larry Jacobson Jerie Blane — 3/18/08

Submitted By Resident Engineer — Date

Comments: I have the following concerns:

1. Nova Chip is a preventive maintenance treatment and in not comparable to a lift of SP 125 structurally.
2. Smoothness of the final project is at utmost importance on this project. 1 ¾" of SP 125 will provide greater profile corrections than a ¾" Nova Chip.
3. As stated above, this option was considered during the conceptual design and subsequently ruled out as an alternate.

Therefore I recommend rejection of this VE proposal.

☐ Approval Recommended

☒ Rejection Recommended

Troy Slagle — 3-18-08

District Engineer — Date

Comments: Agree with R.E. and District comments.

☐ Approval

☒ Rejection

State Operations Engineer BAW — 3-25-08

Date

Distribution: Resident Engineer, District Operations Engineer, State Operations Engineer
*Value Engineering Administrator - *MoDOT, P.O. Box 270, Jefferson City, MO 65102